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THE MANAGER.

PARIS.

(FROM OUR CORRESPONDENT).

January 31st.

All those who live in this beautiful "city of light" as well as visitors will agree that a time need be better regulated than it has been in the past. This is precisely what M. Lépine, the Prefect of Police has undertaken to carry out; this official is a frequent visitor to London, where everything positively charms him, and he will not be content until Paris is on a level with London. Towards this end he has already accomplished wonders in the teeth of overwhelming difficulties. It is no secret that owing to the rapid growth of Paris within the past few years, and its increased vehicular traffic, the public authorities find themselves faced with the truly serious problem of how best to regulate the passage through the streets of the enormous number of omnibuses, motor-cars, cabs, vans, &c., which tend more and more to make progress in the main thoroughfares next to impossible. The source of all evil is to be found in the fact that no one in France knows how to drive; no Paris driver has the slightest knowledge of the art of driving. By driving recklessly, he causes traffic to congest, while at all times endangering the lives of citizens, about which he is absolutely indifferent. The true typical Paris driver tends to his ill-reputed horse to do all the thinking as a matter of course, and with a slack rein and his attention directed to anything but his team, he proudly dunders along, not forgetting to swear at everybody and everything that gets in his way. The indifference of the Paris Jockey proverbial, the more you try to get out of his way, the more he will try and run over you. What does he care, is he not a regular contributor to an indemnity-against-accidents fund which will make all damage good?

Prefect of Police, M. Lépine has done a great deal to "civilise" the cokers, many of whom were veritable brutes. Determined to check their wild career, he went over to London for the express purpose of studying the methods employed in the English capital for controlling its vast street traffic. Nothing amazed him so much as the marvellous and easy manner with which the London policeman by merely holding up their hand, brought everything to a dead stop. On his return to Paris he took immediate steps to introduce such exemplary methods. He found the task a most difficult one, especially as the Parisian driver, unlike his London confrère, is anything but an easy individual to deal with. He has a rooted objection to all sorts of discipline, while the idea of an agent or policeman trying to hold him up for even five minutes by simply raising a white baton in the air was more than he could tolerate. To-day, by M. Lépine and his men persisting in their praiseworthy efforts, they succeed in getting the new regulations respected. Even to-day, it is found necessary to impose numerous fines for disobedience, and misconduct towards the force, squabbles with the police are still frequent. These fines have had a salutary effect on the irreconcilables. It was necessary to be cruel to be kind.

The authorities are never in a hurry to effect reforms. This explains why, though something like order has been arrived at in regulating the traffic, we are far from enjoying the benefits which Londoners are experiencing. So dogged have thoroughfares become in this metropolis that it has been found necessary to revise the condition governing the circulation of public vehicles. Among the reforms which have been agreed upon is the prohibition of cabs in charge of lorries and other heavy vehicles to make use of leading fashionable thoroughfares between 2 p.m. and 7 p.m. This is a move in the right direction, and one which society and other folks will warmly appreciate. Another reform for which all classes of Parisians are sincerely grateful to M. Lépine is the modification in the practice of cab-drivers patrolling the streets with empty vehicles, and refusing to take up a fare. The Paris coker takes a splendid delight in loitering on the Boulevards for his own pleasure, and gleaning at the people who hail him. Money is his object in doing so; he much prefers waiting about until the close of a theatre, ball or exhibition, when he can practically ask what price he likes, and when he knows there are no buses, trams, or trains to convey guests home. Cabs have to be entirely dependent upon it; in this way the Paris jehu makes quite a small fortune in a couple of hours—he can, therefore, afford to loiter about in the day time. Wet weather is always a harvest time with Paris cabs who gallop through the streets, eager to pick up as many fares as they can, under the circumstances. This loitering business is to be seriously modified by the Prefect of Police, and they will not be allowed to do as much as they like with the public.

Is it possible to bring the sea nearer to Paris? Yes, replies M. Jolibois, the jovial Paris Municipal Councillor, whom Londoners nicknamed "Jollyboy," on account of his geniality. The project which M. Jolibois has laid before the Municipal Council takes the form of a proposal for the bringing of a certain quantity of sea-water into the capital. M. Jolibois is one of those gentlemen who has the greatest faith in the healing properties of sea-water, hence, his motive for enabling the poor inhabitants of Paris and their children who cannot afford to go to the sea-side, to benefit as much as possible from sea-water. The project though costly is not impossible. When asked how much salt water he would need to carry out his idea, M. Jolibois replied, that with 7,000 to 8,000 cubic yards he could make a start. He could extract the water from the sea near Dieppe, where the tide sometimes reaches a height of twenty-five feet, and by a double canal carry it to the hospitals and public baths of Paris. As to the cost of the scheme, the total expense would be between twenty and

thirty millions of francs—a mere bagatelle. France is not rich enough for such an idea, though as M. Jolibois states, the City has more than once spent quite as much for schemes which were less useful.

Great regrets are expressed in French scientific circles that the famous palaeontological collection of Edmond Selat, a former president of the French Geological Society, has been bought privately for Germany. This collection is a veritable scientific treasure, and in addition to the most valuable palaeontological objects which it contains, there are included in the sale many documents of importance.

To the question "what will women do when they rule the State?" M. de St. Sarrat-Bernard makes the somewhat Delphic utterance that "they will preserve all their good and bad qualities precisely as the men have done, do, and will continue to do." M. de St. Sarrat-Bernard expresses the opinion that they will not commit follies, while M. de Yvette-Guilbert hopes that they will abolish war.

As the result of investigations, a Paris scientist has discovered that coips form a happy hunting ground for microbes, the most common species of which are staphylococcus, streptococcus, or coccus microbes. (Gold silver harbour from 1,600 to 3,500 microbes, silver coins from 450 to 2,100, and Bronze and nickel coins from 350 to 1,600.)

The hall which the employees of the "Metropolitain" gave on New Year's Day for the benefit of the necessitous or orphan children of their comrades on the underground railway, was a great success. In order to make the programme as attractive as possible, they invented a new dance, which they entitled "La Danse du Métro." Those who took part in it grouped themselves together, and as soon as they heard the sounds familiar to all who travel on the "métro"—the whistle of the "waitman," the bell which is the signal for the closing of the doors, the call of the guard—they started off in an animated jig. The couples gave an imitation of the scene that takes place a hundred times per day on platforms of the metropolitan pushing and shoving one another and generally behaving as if they were making a desperate effort to catch the train. The Danse du Métro bid fair to become very popular in Paris Salons or drawing rooms.

SHIPPING DISASTER.

A shipping disaster occurred last month in the Irish Channel at the Maiden Rock, situated about nine miles distant from Larnoe on the Antrim coast. A large oil-steamship named the S.S. Housatonic, 2,575 tons net owned by the Anglo-American Oil Company of London, when east of the Maiden Lighthouse, was caught in the strong currents and carried on to the Alan coast, about a mile north-west of the lighthouse. Two of the crew, the second engineer, named Hudson, of London, and a fireman named Adrian, belonging to Liverpool, lost their lives. The remaining 32 members of the crew were safely landed at the lighthouse by the ship's lifeboats. Among the saved are the following belonging to London—namely, Chief Officer Elliott, Third Engineer A. G. Cockell, and Fourth Engineer L. B. Fountain. The steamer left Larnoe on Saturday for New York. Chief Officer Elliott, in describing the disaster, says that the accident occurred a few minutes before 10 on Saturday night. He was on the bridge, and the night was beautifully clear. The first thing that attracted his attention was that the steamer refused to answer the helm. He at once sent a message to the captain, who immediately came on deck. The helm was hard-a-port, but the currents were so powerful that in a very short space of time she struck Captain Henry at once ordered all hands on deck and the boats were lowered. The mate was trying to send up rockets, and succeeded in letting up one. In doing so he was nearly left behind, the ship's boat having to back in to take him aboard. It was apparent that the steamer was in a bad way, and he was sinking, and they were just in time to get away from her. The second engineer, Hudson, of London, was by some means unable to get into one of the boats, and he was drowned in sight of the survivors. The steamer had taken fire shortly before the boat left, and when last seen seemed to have been burned down to the water's edge. Nothing can now be seen of the wrecked vessel, and it is considered by local experts that she must have slipped off the rock upon which she struck. When an account was made of the survivors it was found that the fireman, Adrian, of Liverpool, was missing in addition to Hudson. He was not observed by anybody, but he had been on deck at the time of the disaster; it is surmised that he must have been thrown overboard. The survivors have been brought to the Sailors' Home in Belfast, where they are recovering from the ill effects of their experience.

OPINIONS OF THE RUSSIAN PRESS.

The *Nova Vremia*, in a leading article on the opening of the Japanese Parliament, says that the Emperor has good cause for the optimism displayed in the Speech from the Throne. The absorption of Korea, and eventually of Manchuria, will afford Japan room for developing national enterprise for many years to come. The Alliance with England, the Agreement with France, and the Treaty with Russia assure her external relations. After such a calm, dispassionate estimate of the situation, the *Nova Vremia* somewhat inconsistently expatiates upon the great injury to Japan caused by the stoppage of the coolie migration to Canada and the United States, and concludes with a reference to the probability of a conflict with England for the Indian market. "Yellow" versions of Count Okuma's speech account for the *Nova Vremia*'s conclusion; which, it will be noticed, all accords with its prognosis of Japan's peaceful evolution. Moreover, the same organ recently commended the Japanese Government for not extending her armaments in connexion with the American battleship cruise to the Pacific, and to-day expresses the belief that the differences over immigration will soon be peacefully settled.

It is interesting to note that the *Rossiia* publishes an article recommending that the future battle fleet should be stationed at Kamchatka as a necessary measure for the defence of Russian territory in the Far East. On the other hand, the Navy League has passed a resolution declaring that the defence of Siberia can be assured only by half a million soldiers. The *Nova Vremia* abstains from sensational utterances of this kind, but remarks: "The Rising Sun is only just above the horizon. When it is higher many will find it too hot."

THE NEW BATTLESHIPS.

A London paper issued at New Year says: "The new battleship 'St. Vincent' which was officially launched at Portsmouth on Monday last, is the first of the three ships of the 'Dreadnought' class to be built for the Royal Navy. The second ship is to be named the 'Colingwood,' and will, it is understood, be laid down at Devonport towards the end of this month. The third is the ship which depended for her existence on the non-success of the 'Hague Conference,' and in consequence of this fact the name was at some pains to suggest an appropriate name for her. His Majesty's ship 'Pascal' and his Majesty's ship 'Arcturion' were weighed and launched, and put forward as meeting the needs of the case. It remains to be seen whether the ship will accompany the ship to sea. Officially she is to be called the 'Redoubt.' The contract for her has, it is stated, just been placed with Messrs. Vickers, Sons, and Maxim, of Barrow, who will presumably also construct her turbine engine. It is reported that the engines of the 'Colingwood' will be constructed by Messrs. Hawthorn, Leslie, and Co."

It may be convenient at this stage to summarise the present position with regard to ships of the 'Dreadnought' class. First stands the 'Dreadnought' herself, of 17,930 tons, built under the Estimates of 1905-6. Under the Estimates of 1906-7 the 'Bellerophon' is being built at Portsmouth, the 'Lamarina' at Devonport, and the 'Superb' at Harlow. In these three ships the displacement is increased to 18,600 tons, the indicated horse power is to be the same as in the 'Dreadnought,' and the speed in consequence slightly less. The armament is to be the same, and it is understood that the extra weight will be devoted chiefly to extra protection. The remaining three ships of the class, the 'St. Vincent,' 'Colingwood,' and 'Rodney,' belong to the current year's Estimate, and will undergo a further increase in displacement to 19,200 tons, and will have the same main armament of 12 in. guns. It is not yet clear what the extra weight means; the increased command to be given to the midship turret will account for some of it, and possibly there will be a heavier secondary armament. There have been guesses as to what the speed will be, but so far there has been no trustworthy announcement. As the ships form part of a class, however, it may be supposed that they will have the same speed as the earlier ships, that is from 20 to 21 knots.

It will be noticed that there is a distinct *not* *agreement* in the naming of these ships. The first four bear the names of ships which fought with Nelson at Trafalgar, and the same system might with advantage have been carried out with their successors. There are plenty of good and honourable names vacant, such as *Neptune*, *Conqueror*, *Ajax*, with many others. As it is, we are to have a class of ships named after the old ship names and half after animals. The admirals might well have waited for a new class.

WAR-TALK ON THE BOULEVARDS.

ENGLAND ACCUSED OF DUPLICITY.

A Paris correspondent writes: "I dare say the Parisians are the most peaceful people in the world, but they love talking of war. Discussion of problems, discussion of the abstract, in their intellectual life, looking at their plays and their novels, and their manners, and their conduct as to their morals and manners. But those morals and manners are probably no worse than their neighbours'; it is only that they are pushed to discuss every phase of life out of sheer intellectual curiosity and intellectual honesty. The logical conclusion always imposes, never mind if it is absurd and mischievous. In every place where men are gathered together, they talk of the approaching conflict between America and Japan. They grow heated over it, and they already have one or two serious quarrels in consequence of it. Such is the exuberance of the French mind that the fact that the English are at variance as to the attitude of England. One of the adversaries is certain to accuse John Bull of duplicity. This is stated more in sorrow than in anger—even, sometimes, more in admiration than positive reproach. The most honourable men in private business have the idea that when a nation is collectively dishonest it is rather clever of it."

"England is privately egging on the combatants," remarks one man, "just as she did before the war between Russia and Japan. It was to her advantage to break the power of Russia, and it was broken. In the same way she would be secretly glad if Japan were humiliated, as she is afraid of her; she is already beginning to feel her commercial activity in the capture of a line of steamers between Japan and India."

"Not at all," says the other. "England has no such double game to play. England under Campbell-Bannerman is eminently pacific and honorable."

"A fight for the Empire," says the first speaker, "who pays any attention to the fact that the leading politicians, I beg to remark, with the exception of Clemenceau, who is now an old man. As to Clemenceau, he does not count any more. The pacific tendencies of England are a doubtful quantity. Do you know that obligatory service is not at all unlikely?"

"Japan," according to these critics, will fall upon the American fleet and annihilate it, but she will be annihilated in turn, and cease to exist as a first-class power. The Yellow Peril is now far from the imagination, notwithstanding the recent French report that the secret admiration of the French for the quick-witted people of the Far East is tempered by a fear that they will engulf the whole world in a flood of brown men and yellow men."

In the contingency of this war, what will be the role of England? The question continues to be asked every day, and it is not sufficient to reply that the war is a pure hypothesis. Your reticence will surely be interpreted as a sign of British cunning and hypocrisy in international affairs."

Whilst this is the talk of the man in the street, the war-baronet of France, which is none other than the Foreign Legion, is set towards "stormy." Whenever there is hint of war in other parts of the world, the Foreign Legion feels the effects of it. The number of enlistments falls off; the fighting Dicks go elsewhere, where there is more likelihood of sport. And at this present moment I am assured that the recruiting is less than ordinary for the Legion."

Perhaps the most sensible thing yet recorded in a French newspaper is the interview with M. Harmand, who for many years was representative of his country at Tokyo. "I do not believe in the possibility of war until the Panama Canal is completed. Then the stakes would be equal, and the whole of Europe would intrigue for; or against, the two competitors for the Pacific. Until that is done, there will be more ink spilt than blood."

Nevertheless, the spilling of ink is itself dangerous, as possibly leading to the other and more tragic spilling.

CHINESE PERPLEXITIES.

The conflict of internal forces within the Chinese Empire is a subject of deep interest to all foreign States which have commercial and political relations with it, and most of all to Great Britain. The dispute between the Central Government and the provinces of the Yangtze-Kiang, and the other provinces, is but an example of the many conflicts which are now going on within the wide dominions of the Son of Heaven. The Son himself is a weakling, and the Dowager-Empress, who has so long reigned in his name and in the name of his unfortunate predecessor, is stricken in years. No single member of the Imperial family has hitherto shown signs of high intelligence or character. The ultimate decision is not satisfactorily settled, and when the reins drop from the aged, but still masterful, hands which have so long held them, none can foretell who will be able to take them up, or to what goal the chariot may be guided, or may be hurried without guides. We hear a great deal about reform from many different parties. There are Yuan Shih-kai and his adherents, who seem to have a genuine, if somewhat confused, aspiration after a more enlightened system of government. There are the students and the advanced writers of the native Press, whose perfect admiration for the most extreme developments of democratic principle is equalled by their entire ignorance of the first elements of the simplest political and administrative problems. There are the provincial Viceroys and officials, who protest that their coffers are empty, and indignantly invite the Peking authorities to explain how these are to be filled. Behind these are the various military and civil officials, more or less corrupt, who are more concerned with the execution of their own petty schemes than with the execution of the central government's policy. They took the hint with alacrity, and have now developed a taste for "State rights," which greatly embarrasses the Government. The Viceroys, who now sit upon the Grand Council, is a reformer after his own fashion. His faith in the superiority of the Chinese over such Western innovations as simple arithmetic is unshaken, but he cordially exhorts the youth of the country to study, so that China may take her place amongst the nations of the earth. The Dowager-Empress herself, who need hardly remind our readers, has held out to the Chinese the prospect of a "constitutional government," and has caused to be issued a number of admirable reform edicts, including the famous edicts against opium. So far as we can judge, the latter have not proved so disastrous a practice as they sound to the ear, and the grant of the Constitution seems still to be remote. Indeed, Her Majesty threatened the other day to postpone it further, unless the agitation against the Che-Kiang railway loan ceased. The mere fact that such a measure has been mooted from the Throne is itself significant of the ferment which is working in the Chinese mind. No man can prudently surmise that the reform movement may be. All we can do is to note its growth, and such very important information as we possess, and to observe from time to time the fruits which it may bring forth.

At present they seem to bear a strong resemblance to the old fruits. The Grand Council, it is said, had lately under consideration the proposal of certain intemperate Viceroys for raising funds by resort to the old and accredited oriental practice of selling official rank. Yuan Shih-kai, it is true, induced that body to reject the scheme, by pointing out that it would discredit the Government, and that it would be a disgrace to the Viceroys. The Viceroys, however, being again the possibility of such a practice as they sound to the ear, and the grant of the Constitution seems still to be remote. Indeed, Her Majesty threatened the other day to postpone it further, unless the agitation against the Che-Kiang railway loan ceased. The mere fact that such a measure has been mooted from the Throne is itself significant of the ferment which is working in the Chinese mind. No man can prudently surmise that the reform movement may be. All we can do is to note its growth, and such very important information as we possess, and to observe from time to time the fruits which it may bring forth.

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characteristics that his country ought to keep faith with Europe. We do not hesitate to say that until we have demonstrated, not merely in words but by a continued course of conduct, that this standard of international morality has been definitively abandoned, it would be the height of dishonesty, folly upon our part to pretend to look upon Chinese pledges and assurances as being in the same plane with those of civilized European Governments. The remarkable agitation throughout the Empire may ultimately lead to a reformation. We trust that it will. But until we have proof that this reformation is an accomplished fact, we shall be well advised not to court too closely upon it, and not to relinquish any of the material precautions which the ferment that accompanies great changes in ancient monarchies may at any moment render essential to the safety of our countrymen and the maintenance of their rights.—Times.

LIEUT. SHACKLETON'S PLANS.

A DARE TO THE SOUTH POLE.

In a message to the Daily Mail, Lieut. Shackleton the commander of the expedition which hopes to reach the South Pole, outlines his daring scheme for advancing to the South Pole by motor car, sledges, and ponies. He also describes his general plan of operations, and says that he hopes to be back—successful—in New Zealand in August, 1909.

As, however, the Nimrod, after landing the party in their winter quarters, returns to make scientific investigations in the Indian Ocean, and thus avoid the Antarctic winter, some news of the expedition may be expected towards the end of next March.

In the course of his remarks, Lieut. Shackleton says he hopes to reach King Edward VII. Land at the end of this month. This will be made the winter quarters, and the stores, equipment, and but will be landed. He continues:—

"The Nimrod will probably leave about the end of February, so as to run no risk of being frozen in, and ought to arrive at Lyttelton about March 20. About the middle of October I hope to set out on the southern journey. The party will consist of six men; that on the eastern journey will consist of three men, and the remaining three will stay at headquarters, for their particular branches of work, will keep them there—we have a zoologist and marine biologist and geologist."

"Presuming that we are able to get to the surface of the Great Ice Barrier and clear away from mountains, we ought to get good travelling surface and there ought to be no difficulty with the car. Under such circumstances I will drive as fast as possible. With three men and four sledges it may be possible to reach the Pole in ten or twelve days, provided that mountains do not intervene and make us slow down or make detours. The other three men will follow with the six or eight ponies, very lightly equipped, so that they ought to march twenty miles a day.

"If the motor happens to break down—say 400 miles from winter quarters after doing 50 or 60 miles a day—the ponies with their light load will eventually come up on us. Meanwhile we will each day advance, as far as possible, a certain amount of provisions and equipment which will be taken from the motor, and when the rear party arrive at the motor they will be able to take along the bulk of the provisions. The twelve dogs will run alongside the ponies, and it may be that we shall never have to use them, but in an emergency they will be a great help."

"It is very difficult to say at what date we may reach the Pole, but I should think between the end of November and middle of December. Every hundred miles we shall make a depot which will contain six weeks' provisions and equipment for three men. Observations will be taken to determine the exact position of these depots, and a black flag will be hoisted on a bamboo, so that it can readily be seen from a distance.

"On reaching the Pole, or the approximate position, we will camp, then by careful observation define the exact position. On the way back we hope to march much more quickly, and if we come to any interesting place geologically we will stop and get specimens of the rocks. We ought to be back at winter quarters at the end of January."

DAGGERS AS HAIRLINS.

JEWELLED FOMARDS FOR ALL HOURS OF THE DAY.

The perils of the hatpin, which have been paraded before women since they first shewed on their military triumphs, have lost significance beside the topic of the dangers of the dagger.

Pretty dainties, middle-aged matrons, and even silver-haired grandmothers are picking their curls with jewelled poniards with blades that would mean mischief if the fair owner were attacked by a burglar.

They are made in a variety of designs to suit the time of day and the age of the wearer.

"Jewelled daggers are not quite a new fashion," the manager of a West End jeweller's said, "but they differ from the poniard which was seen about forty years ago, because they are much more formidable looking weapons. Although only measuring from six to ten inches in length they could easily be employed as a means of defence in the event of trouble."

"Curly daggers are made in a number of designs. The little blade is fitted with a tortoiseshell or carved horn handle for morning wear. An enamel hint, decorated in shades to match the gown, is very artistic in the afternoon. Red enamel shining among dark braids, or peacock blue in fair curls, makes a charming accessory to a successful toilet.

"The evening dress daggers can be procured in the most elaborate patterns, and vary in outline from those with a silver hilt set with rough turquoise, amethyst, or pink coral, to an elaborate design in gold inlaid with precious stones.

"Carved jet hilts can be worn by elderly ladies and some pretty effects have been procured by setting old paste in silver."

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Hongkong, 8th January, 1908.

36

WONDERS OF THE SOLAR SYSTEM.

CITIZEN'S QUESTION.

Sir David Gill, delivering a lecture at the Royal Institution, gave an extremely interesting description of the solar system, one which while it probably told nothing new to scientific men, deeply impressed the gathering he addressed. The sun, he said, was one of the stars, and by no means the largest, being only of the 10th magnitude. Its diameter was 866,000 miles, and its distance from us 92,000,000 miles. Years ago when asked by captive Ceteway how long a Cape wagon would be in travelling from the earth to sun, he replied thirteen thousand years, for an ox wagon only covered about twenty miles daily. (Laughter.) Even a train with a speed of sixty miles an hour would not reach our great luminary in less than 177 years. (Cheers.) The mass of the sun was equal to 332,000 earths. If it were possible for a human being to exist on the surface of the sun he would be unable to walk, for, owing to the immense force of gravity there he would be twenty-seven and a half times heavier than on our planet. For the same reason a stone would fall 444 in on second on the sun, whereas on our planet it would fall only 16 ft. in the same time. But neither stones nor other things could exist on the sun's surface. They would be melted, and probably turned into gas. The heat was kept up by the contraction of the great orb, a movement that crushed and set in motion enormous masses of matter. The energy thus developed generated heat. There was an annual decrease of 35 ft. in the sun's diameter, but that amount was so small compared with the size of the orb that probably five or ten million years would pass before any change in the diameter could be detected by the most delicate measurements now known to man. (Cheers.) Showing lantern pictures of sun spots, he said that in the middle of last November there was a spot area covering three thousand million square miles. The periods of maximum spots were about eleven years apart, and so were the spotless periods, but he believed that nobody could explain these intervals. As for the red prominences seen on the luminary's edge during eclipses, they were bursts of fire, sometimes nearly 20,000 miles high. The Zodiacal light, little seen here, but most beautiful in other parts of the world, was in his opinion an extension of the solar corona. He admitted, however, that there were many theories to account for it. Mercury, the nearest planet to the sun, was seldom seen by people who did not know how to look for it, and one of its movements had not been satisfactorily explained. The passage of Venus across the face of the sun had been used to determine the latter's distance. With regard to the earth, astronomers were satisfied that it was rigid as steel to the centre. If anybody objected that it must be fluid inside or molten lava could not issue from volcanoes, he replied that nothing was known of the condition of matter under the tremendous pressure of the earth's interior. Turning to the moon, he declared that it had no air, therefore no wind, no dust, no half temperatures. Everything was dry, terribly hot, or shockingly cold. A human being could not live on it, because he would be unable to breathe. If, however, boys could get there and do without air they would find comfort in being able to jump 50 ft. against 8 ft. on earth. (Laughter.) Finally, Sir David Gill exhibited on the screen a number of striking photographs of the moon's surface.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Talc, and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

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NO. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light, Central Heating.

"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

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A HOUSE in KNOTSFORD TERRACE, KOWLOON.

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Apply to—**SAM WANG CO., LTD.**,
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A SIX ROOMED HOUSE at Elliot, Camberland, Robinson Road. Furnished or Unfurnished.

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4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

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Hongkong, 18th January, 1908. 117

TO LET

HOUSE, No. 41, Wyndham Street, from 1st March next.

Apply to—**H. M. H. NEMAZEE**,
9, Pedder's Hill.
Hongkong, 6th February, 1908. 320

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NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—**JARDINE, MATHESON & Co., Ltd.**
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OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground, No. 10, DES VEAUX ROAD CENTRAL 1st floor.

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OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

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"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

"NETTLEWOOD" 55, ROBINSON ROAD. Furnished, Electric Light and Fans and Good Tennis Lawn.

GOOD CENTRAL GODOWN, No. 3a, DUDDELL STREET.

LADBROKE, No. 3, CONDUIT ROAD, 8 Rooms, Furnished, or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.

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No. 57, PRAYA GRANDE, Macao.

Apply to—**LINSTEAD & DAVIS**,
3rd Floor, Alexandra Building.
Hongkong, 10th February, 1908. 89

TO LET

GODOWN No. 101, Praya East.

Apply to—**CHATER & MODY**,
Victoria Buildings.
Hongkong, 17th January, 1908. 312

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ROOMS to LET. Well and Comfortably furnished, with separate Kitchen and Bath for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.

Apply to—**H. RUTTONJEE & SON**,
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Hongkong, 15th January, 1908. 202

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THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Out-house suitable for business Premises or Dwelling, now occupied by FRASER BORNEMANN & CO.

Second Floor of No. 8a, DES VEAUX ROAD CENTRAL, above the Office of DAVID SASSOON & Co., Ltd.

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TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VEAUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & Co.).

HOUSE, No. 11, SEYMOUR ROAD, newly painted and colour washed.

THE FIVE-ROOMED BUNGALOW, "THE NICK" No. 84, Mount Gough, Peak, Garden and Tennis. (From 1st April next).

Apply to—**THE COMPADORE DEPT.**,
JARDINE, MATHESON & Co., Ltd.,
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Hongkong, 1st February, 1908. 299

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FROM 15th February, "FAIRVIEW", No. 1, ROBINSON ROAD, splendid situation, with fine view of harbour; Six Big Rooms—Apply to—**L. B.**
Care of "Daily Press" Office.
Hongkong, 5th February 1908. 312

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LARGE OFFICE ROOM on First Floor of No. 16, DES VEAUX ROAD.

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Hongkong, 23rd January, 1908. 144

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FIRST Class European Houses, furnished or unfurnished, Leobell Terrace and Hampshire Avenue, Kowloon.

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PER 1st January, One OFFICE ROOM on Second Floor, Pripps's Buildings.

Apply to—**REUTER, BROECKELMANN & CO.**
Hongkong, 9th December, 1907. 102

TO LET

NO. 2, MACDONNELL ROAD.

Apply to—**COMPADORE'S DEPARTMENT**,
Nippon, Yuen Kaicha.
Hongkong, 3rd June, 1908. 188

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply to—**SECRETARY**,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET—AT CANTON.

EIGHT ROOMED HOUSE on SHAMEN. A. B. 99.

Care of "Daily Press" Office.
Hongkong, 23rd January. 251

TO LET

LA HACIENDA, East, Mount Kailash, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.

Apply to—**C. H. GRACE**,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908. 311

TO LET

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

No. 3, PUMJAB BUILDINGS Kowloon.

Apply to—**SPANISH PROCURATION**,
Hongkong, 18th October, 1907. 97

TO LET

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—**HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st February, 1908. 260

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FROM 1st MAY.

KOWLOON MARINE LOT 43, Yau Ma Tei, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
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Sole Agents.
1894

SCIENTIFIC MISCELLANY.

PICTURES OF THE LUNGS IN ACTION—A DETACHED KING OF MACHINES—NOVEL PULVERIZATION—NATIONS OVERBLOWN BY MALARIA—A DARK NARROW—DUSTLESS ROAD CRUST—VANISHING MALARIA—JEWAN WAYAS FROM AIR PRESSURE.

Living pictures have been utilized for various demonstrations in medicine, one investigator having made biograph illustrations of different gait, while another has recorded complete details of various surgical processes, and a third has reproduced the convulsions of epileptic. The latest feat is that of Dr. Kohler, of Wiesbaden, who has shown in X-ray photographs the movements of both normal and diseased lungs. The pictures were obtained by prolonged exposure of 20 seconds, several X-ray impressions being combined, and about sixty pictures were taken for each respiration, each of 20 or 22 phases of inspiration being projected two or three times successively. Some details brought out have never before been observed.

Gold formerly held a leading place among medicines, but even the much-vaunted chloride of gold cure for alcoholism seems to be now regarded as without therapeutic effect by most medical men. Dr. A. Mandel, however, records that salts of gold are still used in the regular practice of a few French physicians. Chronic rheumatism is treated by Prof. Grasset with chloride of gold and sodium, which in dilute solution is injected by Dr. Bus into tuberculous tumors; for epilepsy Prof. Lemoine gives bromide of gold; the remedy of Prof. Rotin, for cancer; and a hypodermic injection of chloride of gold solution is Dr. Calmette's cure for viper bite.

By a new French process, milk powder is produced by forcing the liquid under high pressure through a tube only 1/250 inch in diameter into a closed chamber heated to 167 deg. F. by a current of warm air. The milk expands to vapor, the air current carries off the water, and the solids fall in powder.

That malaria, as well as political causes played an important part in the decadence of Greece and Rome is the view brought out in a new work by W. H. S. Jones, of Cambridge, Eng., and supported by Major Ross and Dr. G. E. Ellett. In the fourth century B. C. a great change in the morality and character of the Greeks was coincident with a change of the country from a healthy to a malarious one. Physical vigor and intellectual power, were greatly diminished before 300 B. C., while discontent and complaint became general, and in seeking a cause it is found that malaria has produced marked degeneration of races in modern times. The effect in Rome was somewhat different, brutal bloodthirstiness being a characteristic instead of moroseness and mental apathy. The writings of Hippocrates give a clear account of disease among the Greeks, but evidence is lacking to show the influence of health upon the political condition of the Egyptians and other early races.

A "dead nebula" is one of the most singular of strange objects noted in the sky. It appears in a recent photograph by Prof. E. E. Barnard, and is a long, straggling mass in the constellation Taurus, evidently hiding stars behind it. The numerous stars around it suggest that the few within its limits must be on this side of it. A small luminous portion, gradually fading out, is shown, but it appears that the nebula must be a large one, and that most of it is dead or nonluminous, being in some places darker than starless parts of the sky.

Apokonis, the dust preventing compound, described by Consul Norton at Chemnitz and used to some extent on the macadamized Streets of Leipzig, is a mixture of heavy residual oil from the distillation of coal-tar with boiling hydrocarbons. After heating in iron kettles, it is sprayed with a special sprinkler that forces the liquid into the dust under high pressure, and the result is a compact black coating over the roadway.

A redistribution of the chemical elements, especially of the metals—has been going on through the agency of man for some thousands of years, and H. M. Atkinson, a British chemist, points out that the total effect must be considerable. The gold and other metals concentrated in small spots near the surface of the older rocks are being rapidly mined and put to use, the fine particles from their wear being carried down streams, and eventually diffused through the deposits at the mouths of the rivers. Tin oxide, for example, is mined at a few places spread out pretty uniformly over the earth, and in the refuse of towns the waste tin is oxidized, carried away, by water, and on the sea-bottom the fine particles are so scattered as to be beyond future recovery by any process known. The effect may be modified to some extent by the concentration of metals in solution and other causes. As the common receptacle of all waste, the sea must be slowly changing its composition from industrial processes—namely from soluble chlorides and other factory waste and from the salts of potash and lime that are taken from mines and used on the soil by farmers.

"Marine seiches," or "vibrations of the sea," are pulsations usually having periods of fifteen to twenty minutes, though varying in different localities, and they occur on coasts in addition to the waves of short duration due to wind and those caused by the regular ebb and flow of the tide. They have brought out various theories. A recent study has been made by Prof. Giovanni Flandini at Catania, Sicily, and he concludes that the principal cause is air waves or variations of atmospheric pressure.

Domestication of the elephants seems to be making good progress in the Congo. Of the twenty-five young elephants at Api, nineteen are kept at work eight months of the year, and turned out in the forest during the rainy season, but do not join the wild elephants. They return to work willingly.

SHARE REPORT.

Messrs. Erish Georg & Co. say in their weekly share report dated 8th February 1908—A fair inquiry existed during the week under review for four stocks, but only a moderate business has been put through, owing to the reluctance of people to part with shares, except at higher rates. The sterling demand rate of exchange on London closes at 1s. 10 1/2, while rates on Shanghai are 1s. 7 1/4 for a Bank T/F, and 1s. 7 1/4 to 1s. 7 1/4 for a three days' sight Private Bill. Bar silver in London closes at 25-15/16d, while Consols have advanced to 257-3/4d. The Bank of England rate of discount remains at 4 per cent, while the market rate of discount has advanced again to 3 1/2 per cent.

BANK SHARES—Several lots of Hongkong and Shanghai Bank Shares sold at 274 to 276 for old and 2705 to 2715 for new shares, the market closing steady at the higher rates, London quoting 278 and 278 1/2 respectively. Nationals are unchanged.

MARINE INSURANCE SHARES—Unions have advanced to sales and buyers at 385. Other stocks and shares are unchanged.

First Insurance Shares—Hongkong are steady at 335, while Overseas sold at 338, at which figure a few shares are on offer.

SHIPPING SHARES—Hongkong, Canton and Macao Steamboat Shares changed owners at 220 1/2; Indo-China have sellers at 385 (preferred and deferred combined); Shanghai and London rates are unchanged. Shell Transporters can be placed at 46s. 6d., London quoting 47s. 6d. sellers. Star Ferries sold at 325 for old and 315 for new shares. In other stocks under this heading there was no change to report.

RETURNING WITHOUT BUSINESS, but China Sugars have buyers at 110.

MINING SHARES—Charbonnages sold and are wanted at 500. Banks remain neglected at 38. Chinese Engineering and Mining Company's shares have buyers in the north at 1s. 15 1/2.

DOCKS, WHARVES, GODOWNS &c.—Hongkong and Whampoa Docks sold at 398 and 397, and have sellers at the higher figure. Kowloon, as well as New Amoy Docks, are unchanged. Shanghai Docks have advanced in the north to buyers at 1s. 30. Hongkong and Kowloon Wharves are quiet at 35 for old and 33 for new shares. Shanghai and Hongkong Wharves have been done in the north up to 1s. 21 1/2, at which figure, however, there are sellers.

LANDS, HOTELS AND BUILDINGS—Hongkong Lands are steady at 101, but Kowloon Lands have dropped to sellers at 33. West Point is quiet at 34. Hongkong Hotels have buyers at 104, and "Humphreys" Estates at 107. Shanghai Lands are quoted 1s. 107. Cotton Mills—Unchanged and without business.

SUNDRY MANUFACTURING COMPANIES—Hongkong Electric can be obtained at 14 1/2. Green Island Cementa sold in fairly large quantities at 11 1/2, at which rate there are further sellers. Other stocks under this heading unchanged.

MISCELLANEOUS—China-Borneo fetched 104, and China Providents 99; there are buyers of the latter stock. Langkats have jumped to buyers at 1s. 45 1/2; Watkins have been done at 82 1/2. A. S. Watsons sold at 104, but more shares are offering. Other stocks under this heading have not been dealt in and there is no change to report.

DISTRESS IN INDIA.

140,000 PEOPLE ON RELIEF.

The Secretary of State for India has received the following telegram from the Governor-General, dated January 6, 1908:—

Moderate rain fell during week in part of Madras Presidency; slight rain in Burma, Eastern Bengal and Assam, Bombay, and Hyderabad. Elsewhere week was rainless.

Rain urgently wanted in Upper India, and owing to its absence prospects are becoming worse, and distress is increasing in United Provinces and Central India.

Numbers on "state relief" are now: United Provinces, relief works, 68,474; gratifications, 32,781; Central India, relief works, 32,781; gratifications, 1,897.

No marked increase of crime or wandering has yet appeared in United Provinces, and measures taken to meet situation are adequate.

Bengal report is somewhat more hopeful than before, though rain is wanted badly, and scarcity is apprehended in a number of districts in Orissa. Numbers on "state relief" are still insignificant, but over 3,000 persons, mostly women and children, are in receipt of gratuitous relief. 574 persons are employed on state works in Panch Mahals district of Bombay.

Total number of persons in receipt of State relief in the whole of India is now 140,000.

Area sown with wheat in British India is estimated to be 34 per cent. less than last year. In the Punjab and United Provinces decrease is 42 and 55 per cent. respectively. There is also a decrease of 37 per cent. in area sown with oil seeds. Prices continue to show a tendency to rise.



The Pure Article in its most digestible form.

"None of the numerous Cocos have as yet equalled Van Houten's in solubility, agreeable taste, and nutritive properties."—Health.

Van Houten's cocoa

"Pure and Unmixed."—The Lancet.

"In flavour it is perfect."—The British Medical Journal.

"A Perfect Beverage, capable of ready assimilation and digestion."—Medical Annual.

A COCOA YOU CAN ENJOY.

74-13

MAIL TABLES FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20

2/- Sale at the Hongkong Daily Press Office Hongkong, 17th January, 1908. 215

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

Safest and most Effective Agent for Regular Use.

BENGER'S FOOD

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigour. If unable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys' Milk Foods" are so prepared as to remove the difference between cow's milk and human milk, and they are as easy of digestion as the natural food of the child.

The "Allenburys' Foods" are alike suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dreaded process of weaning is thus made easy and comfortable both to the mother and child.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months.

MILK FOOD No. 2. From 3 to 6 months.

MALTED FOOD No. 3. From 6 months and upwards.

PAMPHLET ON INFANT FEEDING SENT FREE.

ALLEN & HANBURYS Ltd., 77, LOMBARD STREET, LONDON, E.C.

SHIPPING.

ARRIVALS.

CALCUTTA, British str., 27th O. P. Williams, 8th Feb.—Shanghai 6th Feb. General—Butterfield & Swire.
 FEL, Norwegian str., 830, C. Wagle, 8th Feb.—Lahore 1st Feb. General—Aagaard, Thorsen & Co.
 GLENLOCH, British str., 2997, E. J. Stallard, 8th Feb.—London 23rd Dec. and Singapore 1st Feb. General—McGregor Bros. & Co.
 HAINUM, British str., 638, A. J. Robson, 8th Feb.—Poonchow Feb. 6th, Amoy 7th, and Swatow 8th, General—Douglas, Leprick & Co.
 HANGHOW, British str., 8th Feb.—Canton.
 KANGPOO, British str., 968, H. Mathias, 8th Feb.—Cebu and Iloilo 4th Feb. General—Butterfield & Swire.
 KRONA, German str., 1,171, P. Köhler, 8th Feb.—Bangkok 1st Feb. Timber and Rice—Norddeutscher Lloyd.
 KWANGTAN, Chinese str., 8th Feb.—Canton.
 NANCHANG, British str., 8th Feb.—from Canton.
 POKLOON, German str., 998, W. Bötterich, 8th Feb.—Bangkok 24th January, Rice and Meat—Butterfield & Swire.
 TANGU, Japanese str., 7,403, A. E. Moses, 8th Feb.—Seattle 7th Jan. and Shanghai 8th Feb. General—Silver and General—Nippon Yusen Kaisha.
 WAKABASHI, Japanese str., 1,772, T. Goto, 7th Feb.—Yokohama 1st Feb. General—Mitsui Bishi Kaisha.
 YOKOHAMA, British str., 8th Feb.—from Canton.

DEPARTURES.

8th February.
 AUCHENBLAE, British str., for Newcastle.
 AWA MARU, Japanese str., for Kobe.
 GLAMORGANSHIRE, British str., for Shanghai.
 HANSON, British str., for Canton.
 HANSHU, Japanese flag ship, for Saigon.
 ITOKUCHI, Japanese flag ship, for Saigon.
 JAPAN, British str., for Singapore.
 MACDONALD, Japanese flag ship, for Saigon.
 NORD, Norwegian str., for Saigon.
 PENINSULAR, British str., for Europe, &c.
 SUNKING, British str., for Cebu.
 WAKABASHI, Japanese str., for Singapore.
 ZAFIRO, British str., for Manila.
 9th February.
 CHINA, American str., for San Francisco.
 CHOWA, German str., for Swatow.
 GERMANIA, German str., for Amoy.
 HAITAI, British str., for Coast Ports.
 HILARY, German str., for Swatow.
 JOHNS MARU, Japanese str., for Swatow.
 LANDAU, British str., for Saigon.
 NISIN MARU, Japanese str., for Saigon.
 PHUMPHU, German str., for Saigon.
 PHUNANG, German str., for Swatow.
 SINGAN, British str., for Hainan.
 TAIHAN, British str., for Swatow.

SHIPPING REPORTS.

The British str. Calcutta reports: Moderate monsoon, cloudy, fine.
 The German str. Keongai reports: Very hard N. E. monsoon.
 The British str. Hainan reports: Moderate to fresh monsoon and fine.
 The British str. Glenloch reports: Light to moderate monsoon to Banks, thence to port, strong monsoon and heavy sea.
 The British str. Kangpo reports: Fine weather and light winds to Poonchow Port. From there to Pratas, moderate N. E. gale and rough sea. From there to port weather moderating and sea going down.

VESSELS IN DOCK.

February 8th.
 ABERDEEN DOCK.—Nerite.
 KOWLOON DOCK.—Neil Melced, Persia, Amigo, Eoregon, Teindau, Cyklop, Shantung, COSMOPOLITAN DOCK.—Swigang, Chirshing.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR HONGKONG AND NEW YORK.
 S.S. "SHIMOSA" ... 12th February.
 For Freight and further information, apply to DODWELL & CO., LD.
 Agents.
 Hongkong, 21st January, 1906. 167



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS."

Capt. Bodnar, will leave for the above places on FRIDAY, the 14th inst., at 4 p.m.

This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building.

Hongkong, 7th February, 1906. 3

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE."

Will be despatched for the above Ports on THURSDAY, the 20th February.

For Freight and further Particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 13rd January, 1906. 179

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST.

THE Steamship

"INDRANI."

Captain MacFarlane, will be despatched as above on SATURDAY, the 22nd February, at 3 p.m., instead of as previously advertised.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 9th February, 1906. 274

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections common to Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	—	T. H. Hild, R.N.R.	SHEWAN, TOMES & CO.	On 20th inst.
LONDON & C. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	Habel	P. & O. S. N. Co.	To-morrow at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k.w.	Magnus	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANIAN	Fr. str.	—	H. Pybus	MELBOURNE & CO.	On 15th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PETRONIA	Dan. str.	—	H. Pybus	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	RENNANIA	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARABIA	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 10th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPERDIA	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 3rd March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 7th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 22nd inst., at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 16th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 13th inst., at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 22nd April, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	Sometimes in March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 27th inst., at 5 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 29th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-day, at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 15th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 21st inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 15th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 15th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	On 20th inst., at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERICA LINE	About 11th inst.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPERESS LINE," saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA TO VANCOUVER.
 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	18th May
"EMPERESS OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71.10
 Intermediate on Steamers ... 240 ... 242
 and 1st Class Railway ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D.W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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RUBI ... 2540 ... R. W. Almond ... Manila ... On 15th February.

ZAFIRO ... 2540 ... Rodger ... Manila ... On 22nd February.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS

Hongkong, 10th February, 1906. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" ... About 16th March.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 28th January, 1906. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 13th February.
SHAWMUT	9,836	E. V. Babson	On 21st February.
TREMONT	9,806	T. W. Garlick	On 17th March.
SUVERIC	6,232	W. Shotton	On 8th April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS.

Hongkong, 7th February, 1906.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
AMOI (direct)	"TAISANG"	Monday, 10th Febr., Noon.
SHANGHAI	"WAISHING"	Monday, 10th Febr., 4 p.m.
SHANGHAI	"HANGSUNG"	Tuesday, 11th Febr., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 11th Febr., 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 14th Febr., 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 14th Febr., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 20th Febr., 3 p.m.
MANILA	"YUENSANG"	Friday, 21st Febr., 4 p.m.

FOR THE "MANILA CARNIVAL."

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila, on the 21st and 28th inst., available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin via Chingwanan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LD.,

Hongkong, 10th February, 1906. GENERAL MANAGERS. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	
-------------	--

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO and PORT SAID	PALAWAN Capt. C. E. Longden, R.N.R.	Noon, 11th Febr.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MANILA Capt. F. E. Andrews, R.N.R.	About 16th Febr.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 21st Febr.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. T. H. Hyde, R.N.R.	Noon, 22nd Febr.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1908

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"YCHOOW" "CHANGSHA"	On 10th Febr., 4 P.M. On 11th Febr., Noon.
TSINGTAU and CHEFOO SHANGHAI and CHINKIANG SHANGHAI SHANGHAI SHANGHAI CEBU and ILOILO MANILA	"KWEIYANG" "HANGCHOW" "KIUKIANG" "TEAN" "SHAOHSING" "KANGSE" "KAIKONG" "TAMING"	On 11th Febr., 4 P.M. On 11th Febr., 4 P.M. On 11th Febr., 4 P.M. On 12th Febr., 4 P.M. On 14th Febr., 4 P.M. On 15th Febr., 4 P.M. On 18th Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, and fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 10th February, 1908.BUTTERFIELD & SWIRE,
AGENTS.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" "GOEBEN" "BORNEO"	Wednesday, 12th Febr., at Noon. About Wednesday 12th February. Middle of Feb.
KUDAT and SANDAKAN	"PRINZ SIGISMUND"	Thursday, 27th Febr., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, "SHOSHU MARU" AMOY AND FOCHOW	Capt. M. Nemoto	TUESDAY, 11th Febr., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.
Hongkong, 10th February, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE,
HAMBURG.EAST ASIATIC FREIGHT SERVICE.
Regular sailings from JAPAN, CHINA and PHILIPPINES
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA	15th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: HOHENSTAUFEN	21st Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA	5th March
FOR HAMBURG: S.S. SAXONIA	18th Febr.
FOR BREMEN & HAMBURG: S.S. SPFZIA	24th Febr.
FOR MARSEILLES, PHILMOUTH, HAVRE & HAMBURG: S.S. RHENANIA	26th Febr.
FOR HAVRE, BREMEN & HAMBURG: S.S. SLAVONIA	3rd March
FOR ROTTERDAM & HAMBURG: S.S. AMBRIA	10th March

COAST SERVICE.

S.S. KOWLOON FOR CHINGKIANG & WUHU. On 10th February. Freight

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 6th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON or ABOUT	WILL LEAVE FOR	ON or ABOUT
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAH	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a through Bill of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.
Hongkong, 29th January, 1908.JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.THOS. COOK & SON,
ESTABLISHED 1841.TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Head Office for the Far East—

16, DES VŒUX ROAD,
HONGKONG.Japan Office—
14, WATER STREET
YOKOHAMA.

VESSELS ON THE BERTH

ANGLO-AMERICAN OIL CO., LD.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"KENNEBEC"
Captain Beynon, will be despatched as above on
or about SATURDAY, the 7th March, 1908.For Freight, etc., apply to
STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions), Agents.
Hongkong, 8th February, 1908.TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.Regular Steamship Service between Hongkong
CALLAO and IQUIQUE, via JAPAN.
PORTS (Kobe and Yokohama).
With liberty to call at Honolulu and
Salina Cruz.Steamers Tons
"KASATO MARU" 6,100 Sometime in
March 1908.Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.K. MATSUDA, Manager,
York Building.
Hongkong, 27th December, 1907.

SHIPPING IN PORT.

AMIGO, German str., 822, N. J. Baltz, 18th
January—Hohow 16th January, General
—Jensen & Co.BLUCROSE, British str., 1,959, W. J. Hesolton,
3rd February—Cardiff 12th December, Coal
—Adams & Co.BORNEO, German str., 1,344, F. Sembl, 7th
February—Sandakan 2nd Feb., Timber,
—Jardine & Co.BOURBON, French str., 997, Le Ball, 2nd Feb.
—Saigon 28th Jan., Rice—Chinese.CHANGSHA, British str., 2,269, G. W. Eady, 5th
February—Sydney via Ports and Manila
2nd Feb.—General—Butterfield & Swire.CHIPSHING, British str., 1,199, F. Mooney, 29th
January—Swatow 25th January, General
—Jardine, Matheson & Co.CHIVAN, Chinese str., 1,177, C. Stewart, 3rd
February—Shanghai 31st Jan., General—
Chinese.DRUMGITH, British str., 2,478, T. Taiwasther,
4th Feb.—From Bristol Channel, Coal—
Order.EMPRESS OF JAPAN, British str., 3,639, H.
Pybus, R.N.R., 13th January—Vancouver,
B.C. 24th Dec. via Japan Ports and
Shanghai 11th Jan., Mails and General—
Canadian Pacific Railway Co.FRETJON, Norwegian str., 891, Olaf Andersen,
3rd February—Saigon 29th Jan., Rice—
Agassard, Thomson & Co.HANGCHOW, British str., 999, Mawley, 6th Feb.
—Shanghai 2nd Feb., General—Butter-
field & Swire.HANGSANG, British str., 1,356, S. Wilda, 7th
Feb.—Shanghai and Swatow 6th Feb.
—General—Jardine, Matheson & Co.HELLAS, German str., 1,553, J. Sach, 6th Feb.
—Wakamatsu 31st January, Coal—
—Siemens & Co.KIANGPOING, Chinese str., 1,422, H. Uddin, 6th
February—Chinkiang 1st Feb., General—
Chinese.KOWLOON, German str., 1,427, H. Enigk, 4th
February—Chinkiang 31st Jan., General—
Hamburg-Amerika Linie.KWANGSE, British str., 1,225, H. Scott, 4th
Feb.—Chinkiang and Wuhu 31st Jan.,
General—Butterfield & Swire.KWANGTAN, Chinese str., 1,336, Wm. H. Lunt,
31st January—Shanghai 28th Jan., General—
Chinese.KWEIYANG, British str., 1,044, M. Dowson, 29th
January—Hohow 28th Jan., General—
Butterfield & Swire.LAURETTE, British str., 1,340, J. B. Jackson, 6th
February—Saigon 1st February, Rice and
General—Chinese.LEVANZO, Italian str., 2,281, Belaito, 6th Feb.—
Bombay and Singapore 30th January,
General—Carlowitz & Co.LYDIA, German str., 1,771, Meyer, 5th Feb.
—Wuhu 30th Jan., Rice—Siemens & Co.MAGNUS, German str., 996, Zollner, 31st Jan.
—Bangkok 23rd Jan., Rice—Butterfield
& Swire.MAUSANG, British str., 1,644, R. Houghton,
29th January—Sandakan 23rd January,
Timber and General—Jardine, Matheson
& Co.MELAP, Dutch str., 1,337, Uldall, 3rd Feb.—
Java and Singapore 27th January, General
—Chinese.NANCHANG, British str., 1,040, W. Miller,
6th February—Shanghai 2nd February,
General—Butterfield & Swire.NANSHA, British str., 1,299, Allan Jones, 6th
February—Saigon 1st February, Rice—
Bradley & Co.NEARIE, Dutch str., 1,453, Western, 2nd Feb.—
Pulo Sambo 19th January, Kerosene Oil—
Meyer & Co.ORLAND, British str., 917, T. A. Lya, 3rd Feb.
Rajang (Borneo) 27th January, Timber—
Wallen & Co.PERBIA, British str., 2,744, A. Dixon, 11th Jan.
San Francisco 7th Dec. & Portland, Or.,
15th Dec. Flour—O. & O. S. Co.PHU-YEN, French str., 1,299, Bonisson, 8th
Feb.—Saigon 1st Feb., Rice and Paddy—
Bradley & Co.PROMETHEUS, Nor. str., 1,024, O. Cornelissen,
4th February—Bangkok 26th Jan., Rice—
Nippon Yusen Kaisha.PRONTO, Norwegian str., 838, T. Seoberg, 23th
January—Saigon 19th Jan., Rice & Flour
—Wallen & Co.RAJAH, German str., 1,621, R. Petersen, 6th
February—Bangkok 29th January, Rice—
Butterfield & Swire.SHAOHSING, British str., 1,307, Molntash, 6th
February—Shanghai 3rd Feb., General—
Butterfield & Swire.SHIMOSA, British str., 2,689, H. S. Best, 3rd
Feb.—Shanghai 31st Jan., General—
Doddwell & Co.SHOSHU MARU, Japanese str., 999, M.
Nemoto, 7th Feb.—Shanghai via Fochow
Amoy and Swatow 6th February, General
—Osaka Shosen Kaisha.STANDARD, Norwegian str., 894, H. N. Ball,
13th January—Cebu and Philippine Island
8th Jan. Ballast—Wallen & Co.SUZUKA, British str., 1,769, W. D. Welsh,
19th Jan.—Hohow 17th January, Coal—
Jardine, Matheson & Co.TAISANG, British str., 1,544, D. Christie, 4th
February—Iloilo 31st January, Sugar—
Jardine, Matheson & Co.TAIWAN, British str., 1,042, J. A. Martie, 6th
February—Saigon 1st February, Rice and
General—Chinese.TEAN, British str., 1,834, Outerbridge, 7th
Feb.—Manila 4th February, General
—Butterfield & Swire.TINGSANG, British str., 1,400, E. M. Reynolds,
27th January—Wakamatsu 22nd Jan., Coal
—Jardine, Matheson & Co.TJILATJAP, Dutch str., 2,475, van Emmerick,
5th February—Moji 31st January, Coal—
Java-China-Japan Lijn.TSINTAU, German str., 996, O. Koeb, 28th Jan.
—Bangkok Jan. 15th, and Hohow 25th
—Rice and Meal—Butterfield & Swire.TUNGSHING, British str., 1,176, W. Stalker,
6th February—Wuhu and Chinkiang 31st
Jan., General—Jardine, Matheson & Co.VORWAERTS, German str., 643, B. Ohlen, 29th
January—Swatow 25th Jan., General—
Jensen & Co.WAISHING, British str., 1,170, W. J. Richard,
5th February—Wakamatsu 31st January,
General—Jardine, Matheson & Co.YATSIUNG, British str., 1,424, M. Courtney, 5th
February—Wuhu 31st January, Rice—
Jardine, Matheson & Co.YCHOOW, British str., 1,305, F. D. Northcombe,
3rd February—Shanghai 30th January,
General—Butterfield & Swire.

SAILING VESSELS.

BOLEPS, British 4-masted bark, 2,968, L. D.
Vance, 24th August—New York 1st May,
Case Oil—Standard Oil Co.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.)THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kwa-lin, is dedicated
to Sir ROBERT HARR, G.C.M.G. and Dr. A.
RENNIE.Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese
Emblem in Gold.To be obtained from Messrs. KELLY & WALSH,
LTD., Messrs. BROWN & CO., or from
the Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BEASILIA"
Captain Haves, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th February, 1908.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"
having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

All claims must reach us before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected.

Notice of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 4th February, 1908.

S.S. "ERNEST-SIMONS."
COMPAGNIES DES MESSAGERIES
MARITIMES
NOTICE.

CONSIGNEES of Cargo from London
ex.s.s. "Douro" and "Matapan" from
Bordeaux ex.s.s. "P. Leroy Lallier," in connec-
tion with the above Steamer, are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 10th inst., at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th inst., or they will not be recognised.

All damaged packages will be examined on
Monday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.
Hongkong, 3rd February, 1908.

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence delivery may be
obtained. Perishable Goods to be taken
delivery of immediately.

All Claims must be sent to the Office of
the undersigned before Noon on the 10th inst.,
or they will not be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.
Hongkong, 6th February, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON,
COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE,"
Capt. Norris, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 13th inst.,
at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 7th February, 1908.

NOTICE TO CONSIGNEES.

THE P. &amp

